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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

25X1A

COUNTRY Union of South Africa

SUBJECT Mossel Bay, Port Information

25X1C

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1. Entrance: The entrance into Mossel Bay presents no difficulties. It is possible to pass within two miles of the lighthouse at the entrance with six or seven fathoms of water. Hydrographic information available to masters appears to be reliable. The bay is free from obstructions, and in maneuvering it is possible to come within one hundred yards of the small island by the anchorage and still have five or six fathoms of water.
2. Pilotage: Pilotage is neither available nor necessary.
3. Anchorage: Anchored in seven fathoms of water within two miles of the breakwater. The bottom was good holding ground of sand. Drop anchor when the curved breakwater "opens up" (the concave side becomes visible). The anchorage is well-sheltered except when the wind and sea are from the southeast.
4. Breakwater: The breakwater curves slightly with the concave side facing the harbor area. It is about three hundred feet long, constructed of rocks.
5. Tugs: There are two coal-burning tugs available. They are about 30 feet long and of six to seven hundred H/P. Their function is moving the lighters in the handling of cargoes.
6. Lighters: We observed three lighters in the port, and employed two, both of which could handle about 40 tons of cargo. They were steel, about 40 feet long.
7. Lighter Quay: The sole landing facility observed in the port was a small lighter quay extending from the shore along the concave or sheltered side of the breakwater. The following details are approximations:
 - a. Length: One hundred feet (can accommodate two lighters and a tug)
 - b. Width: 30 feet
 - c. Height: 15 to 20 feet above low water

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-2-

- d. Depth: 12 feet alongside at low water
- e. Construction: Concrete supported by steel I-beam pilings spaced every 20 feet. Wooden fenders are set into each I-beam.
- f. Facilities: Except for a crane observed at the shore end of the quay, there are no facilities. No observation could be made as to the crane's mobility or capacity. It is understood that the occasional storms which wash over the breakwater onto the quay preclude the construction of storage sheds.

8. Clearance Facilities: Railroad tracks come to the immediate area of the lighter quay but do not run onto it. It is assumed that the railway connects with other parts of South Africa.

9. Labor: The labor force is comprised of African natives under white South African supervision. The tugs are operated by whites.

10. Loading Rate: Source loaded two hundred tons of Wattle Bark (compressed into one-foot cubes) in eight hours using two hatches, or at a rate of a little more than 12 tons per hour at each hatch.

11. Traffic: The traffic into Mossel Bay consists of about two coastwise vessels a week and one deep-draft vessel a month.

12. Administration: The port is operated by the South African Railways and Harbours Administration.

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